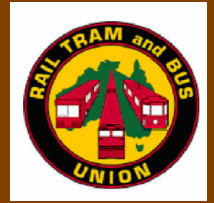


# pn nsw coal ea 2012

## members' information newsletter



### Update

Members further to Newsflash 44, since last week, talks have continued with tentative agreement being reached on the five policy matters, Fatigue, Drug and Alcohol, Communication Monitoring, Discipline and Health and Safety. On the remaining items, the Annualised wage and the Live Run Roster, the Parties have agreed and requested the assistance of the Fair Work Commission at another mediation session to be held early next week. The time is yet to be confirmed by Fair Work.

PN have still not indicated any change to their wage offer.

You may also so be interested in recent events concerning protected action ballots within PacificNational Rail. Information is available from the locoexpress web site. **Intermodal Newsflash 20**, and **Bulk Newsflash 18**. Additionally It is worth note that the wage offer for the two business units (Bulk and Intermodal) is 4% per year. Also, attached is a copy of a recent news article from the financial review.

As we have previously advised there still may be a need to take further industrial action to progress our claim. Any decision will be based on the outcome of the mediation session next week.

Members are advised further information can be found at the loco express web address; [locoexpress.com.au](http://locoexpress.com.au). Click on the following logo under "Latest Campaigns" for all newsflash's.



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## Negotiation Not *Intimidation*

## Pacific dispute rolls on

A good three weeks ago now we were told that Pacific National and its coal train drivers were rather closer to a settlement than it might publicly appear. But if that was the case, it doesn't appear to be now.

We hear Pacific National has been left a bit perplexed by rail union's failure to engage in either further negotiations nor further industrial action. At the same time though, the Rail, Tram and Bus Union has gone about collecting Fair Work Commission approval to hold strike ballots in PN's other core operations, the intermodal business and, most recently, its bulk freight arm.

The interesting thing about the bulk ballot is it seeks to ban the bulk operators from driving coal trains.

One reason the recent Hunter Valley dispute ran relatively smoothly for the coal operators was bulk drivers responded to requests to move trains into parking bays.

Inevitably, the potential that the RTBU is delivered the ability to co-ordinate strike action across the whole of the PN business has more than a few just a little bit concerned.

Excerpt from the Financial Review 5<sup>th</sup> March 2013

**Negotiation Not *Intimidation***